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Mayor

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Public Hearing Date: January 11, 2005  
Land Use Action Date: March 8, 2005  
Board of Aldermen Action Date: March 21, 2005  
90-Day Expiration Date: April 11, 2005

TO: Board of Aldermen

FROM: Michael Kruse, Director of Planning and Development  
Nancy Radzevich, Chief Planner  
Alexandra Ananth, Planner

SUBJECT: Petition #470-04 NEWTON WELLESLEY HOSPITAL CORP. for a SPECIAL PERMIT/SITE PLAN APPROVAL and EXTENTION OF A NON-CONFORMING USE AND STRUCTURE for a new and relocated Emergency Department of approximately 36,000 sf, ambulatory services space of approximately 22,000 sf, and "shell space" of approximately 22,000 sf, in three levels above the Ambulatory Surgical Services Building, a 600 sf connector to the Ambulatory Surgical Building from the new Emergency Department, a 5,000 sf basement Operating Room space, enlargement of the existing garage (*Board Order # 455-89*) to provide a net increase of 570 parking spaces, an enclosed pedestrian walkway connector from the west end of the Surgical Building to the Hospital (*previously approved in Board Order # 140-00, but not constructed*), and a new generator on the roof of the existing main Hospital Building to support the new Emergency Department and Ambulatory Services at 2014 WASHINGTON STREET, Ward 5, on land known as Section 55, Block 1, Lots 15, 15A, 15B, 15BL, 28, 31, 33, and 34, containing approximately 1,127,289 sf of land in a district zoned SINGLE RESIDENCE 2.

CC: Mayor David B. Cohen

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The purpose of this memorandum is to provide the Board of Aldermen and the public with technical information and planning analysis which may be useful in the special permit decision making process of the Board of Aldermen. The Planning Department's intention is to provide a balanced view of the issues with the information it has at the time of the public hearing. There may be other information presented at or after the public hearing that the Land Use Committee of the Board of Aldermen will consider in its discussion at a subsequent Working Session.

I. **ELEMENTS OF THE PETITION**

Newton Wellesley Hospital (NWH, the Hospital, the petitioner) is seeking to relocate and expand its Emergency Department, to expand the existing parking garage to the rear of the Hospital, to renovate and expand its Oncology unit, to relocate the historic Ellison Building and memorial cupola, to make changes to the vehicular circulation pattern, and to undertake related site and landscape improvements in order to accommodate the current demand and anticipated future growth for emergency care.

NWH proposes to build a new Emergency Department (ED) that will be part of a 3-story addition on top of the existing 2-story Ambulatory Surgical Services Building. The first new story would be for the new Emergency Department. The second new story would be designated for Ambulatory Services, and the new third story would be “shell” space to be built out at a future time (*NWH has stated that it makes fiscal sense to build the new third story core and shell space now and to amend the special permit for its use at a future time*). The proposed new ED is approximately 36,000 sq. ft. and the proposed new Ambulatory Services and shell floors are approximately 22,000 sq. ft. each, for a total of approximately 80,000 new sq. ft. on the three new stories. Because of ceiling heights these new stories will connect to the existing Hospital’s 3<sup>rd</sup>, 5<sup>th</sup>, and 6<sup>th</sup> floors. A new entrance on the east side of the new Emergency Department addition, a 600 sq. ft. connector to the Ambulatory Surgical Services building from the north side of the new Emergency Department, and a new 5,000 sq. ft. basement for Operating Room space are also proposed.

The proposed project also includes an expansion of the existing 5-story employee parking garage (*approved by Board Order #455-89*) by 637 parking spaces. Though no additional parking spaces are required in order to meet the Zoning Ordinance, the petitioner has stated they would like to increase the number of parking spaces to accommodate actual current and projected future demand.

The garage expansion involves 2 additions: a 5-story addition to the east side (3 stories below grade and 2 stories at or above grade), and a 3-story addition (referred to as the “parking annex”) cantilevered above the loop road on the west side. Both additions would primarily be used for staff parking except for 49 spaces on the 4<sup>th</sup> floor east side (at grade) that would serve the proposed new ED. Though the garage would be increasing by 637 spaces the net addition of spaces on campus would be approximately 570 spaces mostly due to the loss of existing surface stalls that would be removed in order to expand the parking garage.

NWH is proposing to build an enclosed pedestrian walkway connector on the west end of the current Ambulatory Surgical Services Building between it and the Hospital space. This was approved under Board Order #140-00 but never constructed. A new generator is proposed on the roof of the existing main Hospital Building; an amendment to Condition #7 of Board Order #128-87 is required to allow for the overage of height of the generator caused by its pad and cylindrical stack.

When the current ED is vacated, NWH plans to renovate the existing space for an expanded Medical Oncology unit. A new 1,500 sq. ft. exterior entrance is also proposed at the old ED as

part of this special permit request, as is the reconfiguration of the parking area directly in front of the proposed expanded Oncology area.

In order to accommodate the new ED and the reconfigured vehicular access, NWH is proposing to relocate the 2½-story brick Ellison Building. The approximately 12,000 sq. ft. structure will be relocated directly east of the new ED and renovated for continued use as professional support offices.

Currently all traffic is funneled through two entrances from Washington Street, and the location of the existing entrances will not be changed. However, NWH is proposing a number of vehicular circulation improvements to the site including extending the right-turn lane leaving the Hospital campus onto Washington Street, shifting the existing surface parking area at the north entrance, restriping pedestrian crosswalks, reconfiguring the parking area in front of the existing ED, and better coordination of traffic signals along Washington Street. The existing setting would be modified to provide access for patient drop-off/pickup, ambulances, and City emergency vehicles in front of the new ED. A Traffic Impact and Parking Study was submitted to both the Planning Department and City Engineer and is currently being reviewed by an outside consultant.

In order to improve pedestrian and vehicular circulation, the petitioner is proposing to alter the grade in portions of the site and is proposing to relocate the existing entrance sign three ft. away from its current location at the Washington and Beacon Streets entrance. A Stormwater Management Report and Drainage Calculations was submitted to both the Planning Department and City Engineer and is currently being reviewed by an outside consultant.

The petitioner is proposing to construct the project in 6 phases: Phase 1, widening the entrance road from Washington Street and extending the right hand turn lane; Phase 2, relocating and renovating the Ellison Building; Phase 3, construction of the parking garage additions; Phase 4, construction of the new ED, entrance connector bridge and drop-off/pickup area; Phase 5, construction of the rooftop generator; and Phase 6, renovation of the Oncology unit, new entrance addition and parking area. It is expected that construction time for the proposed garage expansion and new ED would take approximately 16 months. Only after this work is complete will the petitioner begin the renovation process of the Oncology unit.

The Hospital is a pre-existing legal non-conforming use (due to its location in a Single Residence 2 District) and structure. Over the years the Hospital has been granted a number of special permits, which govern most of the site. The proposed development requires previously approved site plans and Board Orders to be amended, along with a special permit to extend a non-conforming use and structure. ***The Chief Zoning Code Official has completed his review in the attached zoning memorandum dated December 9, 2004 (SEE ATTACHMENT A).*** In addition, the petitioner has submitted a list of Special Permit Conditions with ongoing obligations (***SEE ATTACHMENT B***).

## II.

### **ZONING RELIEF BEING SOUGHT**

*The petitioner is seeking relief from or approvals through the following sections of the Zoning Ordinance:*

- *Section 30-5(b)(4) for grade changes exceeding 3 ft;*
- *Section 30-8(b)(3) for an increase in Hospital use within a Single Residence 2 District;*
- *Section 30-8(b)(7) to expand an existing garage (previously authorized under Board Order #'s 455-89 and 151-95);*
- *Section 30-20(l) to relocate the existing freestanding sign at the south entrance;*
- *Section 30-21(b) to extend the existing non-conforming Hospital facility within the building height limitations established per Board Order #128-87, and for approvals to extend the non-conforming Hospital facility by increasing the mechanical height limitation established per Board Order #128-87 from 232 ft. to 244 ft;*
- *Section 30-23 for a new site plan and related plans containing the proposed Emergency Department, garage additions, parking areas, building footprint expansions, roadway adjustments, and related facilities and work, to amend the site plan previously approved per Board Order #151-95 and further amended per Board Order #140-00, and for amendments to site plans previously approved per Board Order #'s 128-87, 455-89, 302-90, and 302-90(2); and*
- *Section 30-24(d) for a special permit, and to amend prior Board Order #'s 128-87, 455-89, 302-90, 302-90(2), 151-95, and 140-00.*

*The petitioner is seeking relief from or approvals through the following section(s) of the parking ordinance:*

- *Section 30-19 (h), (i)(1), (j)(1), and (m) for waivers regarding undersize parking stalls at the new rotary, for waivers pertaining to perimeter landscaping at the reconfigured north entrance parking lot, and for waivers pertaining to lighting of various surface parking areas, drives, the top garage level, and to address lighting spillover.*

### III. **SIGNIFICANT ISSUES FOR CONSIDERATION**

*In reviewing this petition, the Board should consider the following:*

- *Whether the proposed expansions of the non-conforming use and structures will adversely affect abutting properties or the character of the neighborhood;*
- *Whether the proposed changes to the site plan will adversely affect circulation on-site;*
- *Whether the changes/additions to the site will generate a significant amount of additional traffic in the immediate area; and*
- *Whether the proposed grade changes will have an adverse effect on abutting properties.*

#### IV. CHARACTERISTICS OF THE SITE AND NEIGHBORHOOD

##### A. Site

NWH is located at the intersection of Beacon and Washington Streets. The Hospital has been developed in a campus-like setting, with the main facilities fronting Washington Street, and accessory structures located off of a loop road. This internal road is accessed at either end from Washington Street and circles around the main Hospital Building.

Within the site are a number of existing structures, with a total floor area of ~750,000± sq. ft. The main building houses the Hospital, medical offices and surgical center. The main visitor parking facilities are located adjacent to this structure, at the main, south entrance adjacent to Washington Street. The accessory structures, located behind the main Hospital structure, include the support functions (boiler building, day care, etc.) and employee parking facilities, consisting of multiple surface lots and a dedicated employee parking garage. Although there are multiple surface lots and parking garages, the Planning Department, on a recent site visit, observed a severe parking shortage with cars parked illegally throughout the site including on sidewalks and in wooded areas between trees.

A portion of the Hospital campus (including the Ellison Building, memorial cupola, and portions of the landscape) is listed on the National Register of Historic Places and is considered to be the Newton Cottage Hospital Historic District. Any alterations to this portion of the site are subject to review by the Newton Historical Commission.

The site slopes steeply from Washington Street to the primary buildings of the Hospital campus. The land slopes upward again to the rear of these buildings. There is a third steep slope from the rear surface parking area toward the residences on Bonaire Circle. Board Order #'s 128-87 and 455-89 established a "buffer zone" of trees and shrubs along the perimeter of the site and separates Hospital activities from the abutting residential neighborhood. Board Order #151-95 established a "confinement zone" for future development circumscribed by the loop road. However, the confinement zone allows for the expansion of existing buildings and parking structures outside of the zone subject to special permit.

##### B. Neighborhood

Washington Street and Beacon Street bound the Hospital site, which is within ¼ mile of Route 128. The predominant use of the surrounding land is single family residences. However, a concentration of institutional, commercial and transportation uses, including a nursing home, Golda Meir House (housing for the elderly), Temple Reyim, the Woodland MBTA Station, and the Northland Office Building are found in close proximity to the site. Also, in the vicinity of the site are two large golf courses: Woodland Country Club and BraeBurn Country Club.

There are two development projects in the area that combined with this project may impact the neighborhood, or more specifically traffic volumes on surrounding roadways. These

include: *ArborPoint at Woodland Station*, a 180 unit residential development proposed by National Development and recently approved by the City’s Zoning Board of Appeals, adjacent to the Woodland MBTA Station; and *Hastings Village* in Wellesley, a 52 unit mixed income apartment project to be constructed on Hastings Street near Route 9 in Wellesley. *Hastings Village* has been approved by the Town of Wellesley and is expected to begin construction in the spring of 2005.

National Development and NWH have signed a Memorandum of Understanding (MOU) to coordinate with each other proposed mitigation for any traffic impacts from each project separately and together. This MOU is on file with the Planning Department.

V. **ANALYSIS**

A. Technical Considerations

The following table compares the proposed *additions/changes to the site plan* to the *pertinent* technical requirements of the Zoning Ordinance:

Single Residence 2 District	Required	Existing	Proposed
Minimum lot size	10,000 sq. ft.	1,127,289 sq. ft.	1,127,289 sq. ft.
Setbacks			
Front (west)	25 ft.	~65 ft.	64.9 ft
Side (north)	7.5 ft.	~50 ft.	27.9 ft.
Side (south)	7.5 ft.	~25 ft.	24.7 ft.
Rear (east)	15 ft.	~170 ft.	66.2 ft.
Building height	36 ft. (per ZO) 207 ft. (elevation per BO 128-87 excl mech equip) 232 ft. (elevation per BO 128-87 incl mech equip)	~80 ft. 207 ft. (elevation excl mech equip) 232 ft. (elevation incl mech equip)	78 ft. 207 ft. (elevation excl. mech. equip.) <b>244 ft. (elevation incl mech equip)</b>
Max. # of stories	3	7	7
Max. building lot coverage	30%	24.8%	29.7%
Min. amount of open space	50%	43%	36%
Parking Spaces	906 (per ZO) 1,239 (per BO 128-87)	1,764	2,334

As shown in the table above, the proposed additions meet the setback and parking requirements. The changes to both the minimum open space and maximum building coverage are extensions/expansions of the existing non-conformities and the petitioner is requesting to amend Board Order #128-87 to allow for the proposed increased height of the new generator.

B. Land Use

NWH is considered a pre-existing use having valid non-conforming status, and has been granted a number of special permits that govern most of the site. This site has been used as a Hospital since 1881, and has served the surrounding communities throughout the property's history. The proposed expansion of the Hospital and parking will not change the land use, however, the use will be expanded and made more intense through the added floor area and number of parking stalls.

C. Traffic/Parking Analysis

Currently all traffic entering the NWH campus is funneled through two entrances from Washington Street, and the location of the existing vehicular accesses will not be changed. However, NWH is proposing a number of vehicular circulation improvements to the site including extending the right-turn lane leaving the Hospital campus onto Washington Street, shifting the existing surface parking area at the north entrance, restriping pedestrian crosswalks, reconfiguring the parking area in front of the proposed Medical Oncology unit, and better coordination of traffic signals along Washington Street. The existing vehicular circulation will be modified to direct access for patient drop-off/pickup, ambulances, and City emergency vehicles through the signalized entrance point. A Traffic Impact and Parking Study was submitted to the Planning Department and City Engineer and is currently being reviewed by an outside consultant.

There are seven separate parking areas on the NWH campus providing a total of 1,764 parking spaces. This exceeds the 906 number of stalls required by the Zoning Ordinance, for all the proposed changes except for the "shell floor," intended for future completion. Of these 1,764 parking spaces, 574 (33%) are visitor/patient spaces, with the remainder allocated for staff parking.

The proposed project includes an expansion of the existing 5-story employee parking garage (*approved by Board Order #455-89*) by 637 parking spaces. Though no additional parking spaces are required in order to meet the Zoning Ordinance, the petitioner has stated they need to increase the number of parking spaces to accommodate actual current and projected future demand.

The garage expansion involves 2 additions: a 5-story addition to the east side (3 stories below grade and 2 stories above grade) and a 3-story addition (referred to as the "parking annex") on the west side. The three floors below grade on the east side would be used for staff parking. Of the two floors at or above grade, 49 spaces on the 4th floor (at grade) would serve the proposed ED, and the remainder would be used for staff parking. The 3-story parking annex would be cantilevered above the ring road that serves the NWH campus and connects to existing floors 3, 4, and 5 of the existing garage. This annex would serve as staff parking as well.

In the Environmental Notification Form submitted to the Executive Office of Environmental Affairs (EOEA), MEPA Office, the Hospital describes a series of alternatives that were considered for the ED expansion. NWH, however, did not

provide any alternative analysis for the expansion of the garage. The proposed expansions to the existing garage will more than double its capacity (564 spaces to 1,201 spaces) and is planned to be much closer (approximately 120 ft.) to abutting residences on Bonaire Circle. Though much of the addition will be built into the existing contours of the land and only the top 2-stories will be above grade, ***the Planning Department is very concerned that the proposed garage expansion and lighting on the top story of the garage may negatively impact abutting residences.***

The photometric plan dated 12/10/04 indicates that proposed lighting of parking and driveway areas including the top parking level of the expanded garage complies with the Zoning Ordinance. This differs from the reduced lighting previously approved under Board Order #151-95. The top story of the garage is open-air and the petitioner is proposing 14 metal halide light poles of 26 ft. in height to light the lot. The petitioner submitted a photometric plan, which notes that there would be some light spillover along the southern property line but that the photometric model does not incorporate landscape screening. ***Regardless of the proposed screening, the Planning Department believes the petitioner can safely reduce the amount of lighting on the top story and should be encouraged to do so.***

In addition to the proposed garage expansion the petitioner is shifting the existing parking area in the northwest corner of the property in order to widen the right hand turn lane. The petitioner has stated that they will be losing 2-3 parking spaces in this area.

The City's Transportation Planner has reviewed the project and notes that there should be better directional signs at the Washington Street entrances for pedestrians who may be walking to the Hospital from the Woodland MBTA Station. He also notes that the petitioner should consider adding sidewalks and clearly demarcated pedestrian paths throughout the site.

As noted earlier, approximately two-thirds of the existing and proposed parking is dedicated for staff. NWH has a travel demand program in place to encourage Hospital staff to avoid driving alone to the Hospital campus, and to use public transportation whenever possible. The City's Transportation Planner encourages the petitioner to provide more documentation about these services, and the success of this program in reducing single-occupant vehicle trips made by employees. The Hospital is located within walking distance of the Woodland MBTA station, but is not directly served by any MBTA bus or other fixed route shuttle. The City's Transportation Planner recommends that the project be designed to accommodate a future shuttle bus, or MBTA bus route, that would circulate the site to provide improved transit access for employees and visitors. A location to drop-off and pick-up passengers, and to layover, should be identified. Finally, he notes that the Traffic Impact and Parking Study should be expanded to include the intersection of Washington Street and Commonwealth Avenue.

The petitioner has submitted a truck turning plan and fire-truck access diagrams and access appears to be adequate for service and emergency vehicles. However, due to the

nature of the use the Planning Department recommends the petitioner submit a traffic circulation plan in order to minimize conflicts between visitors and emergency vehicles, particularly at the rotary in front of the proposed new ED.

Finally the Planning Department notes that currently there are 17 drop-off/pickup stalls in front of the existing ED (including 7 HC stalls). The petitioner is proposing 5 drop-off/pickup stalls and 4 HC stalls in front of the proposed new ED, for a total of 9 stalls. ***Given the increased square footage of the ED, the Planning Department is concerned that 9 stalls is not sufficient, and believes the petitioner should consider adding more stalls, potentially angled, even at the expense of landscaping, in order to better accommodate patient trips to the ED.***

D. Building and/or Site Design

Board Order #'s 128-87 and 151-95 establish a no build buffer zone along the perimeter of the site and the proposed development does not intrude into the buffer zone. The proposed new ED and many of the proposed site changes are internal to the site and should have little impact on the surrounding neighborhood.

The two elements of the proposed site changes that will have the largest impact on abutters are the shifting of the existing parking area along the north property line in order to widen the Emergency Departments access road from Washington Street, and the proposed additions to the parking garage.

Though the proposed additions to the parking garage will not add to the height of the garage, the additions would project approximately 120 ft. closer to abutting residential properties on Bonaire Circle. The Planning Department recommends that the petitioner consider decreasing the amount of lighting proposed on the top story of the garage in order to minimize the impacts of the proposed expansion.

Though the Planning Department is aware that NWH has attempted to retain as much of the existing landscaping on site in order to maintain the campus like setting (the City's Historical Commission has approved the proposed landscape plan), we believe the petitioner should consider adding additional stalls in front of the proposed new ED. As mentioned earlier, the Planning Department also believes the petitioner should consider adding pedestrian paths and sidewalks throughout the site, and increase signage for pedestrians.

The petitioner is proposing to alter the grade by more than 3 ft. in the area surrounding the new ED. The petitioner will be infilling the area in order to create a more gradual slope between the expanded parking garage and the new ED, and to create a level area for the relocated Ellison Building. The average grade change in this area is approximately 10 ft. with a maximum grade change of 22 ft. where the ambulances will pull in to the ED. This maximum grade change area will be a level paved area supported by a retaining wall out to the loop road below. The other area of significant grade change is the detention basin located southeast of the expanded parking garage. The petitioner is proposing to reduce the grade by a maximum of 13 ft. in this area.

Most of the NWH campus consists of brick buildings and the proposed ED addition will be faced in brick with metal panels, large glass windows, and copper canopies, and should blend well into the existing campus. The proposed garage additions will also be faced in brick to match the existing garage.

The proposed new ED will be built on top of the existing Ambulatory Surgical Services Building and will connect to existing floors in the main Hospital. Board Order #128-87 establishes a general building height limit of 207 ft. (elevation) and a mechanical equipment height limit of 232 ft. (elevation). The proposed new ED addition on top of the Ambulatory Surgical Services Building does not exceed these limits. However, the petitioner is proposing to locate a generator on the roof of the new building for which the petitioner will need to amend Board Order #128-87 to increase the allowable roof height for mechanical equipment from 232 ft. to 244 ft.

The petitioner submitted a Sound Analysis/Acoustical Study. The study states that the worst case condition would occur on hot, humid summer afternoons. During the worst case operating conditions when all equipment is running at 100%, sound levels at the study locations will be no more than 5 dB above the measured daytime sound levels, and would be within the limit of the City of Newton's Noise Regulations.

E. Department/Commission Reviews

The rehabilitation and relocation plan for the Ellison building, the relocation of the cupola and park furnishings, the proposed parking garage façade, and the landscape plan have been reviewed and approved by the Newton Historical Commission in the attached Records of Action dated December 21, and September 24, 2004 (*SEE ATTACHMENT C-1 AND C-2*).

The Fire Department has reviewed and approved proposed plans and made comments in their memorandum dated January 3, 2005 (*SEE ATTACHMENT D*).

F. Landscape Plan

In the areas surrounding the new ED and relocated Ellison Building the petitioner are proposing a mix of pine, oak, and honeylocust trees as well as a mix of shrubs to buffer the new addition. A similar mix of trees and shrubs are proposed to buffer the expanded garage from abutting residents.

The Director of Urban Forestry has reviewed the petitioner's planting plan in the attached memorandum dated January 5, 2005 (*SEE ATTACHMENT E*). He notes that due to the proposed construction and re-grading on-site the petitioner is proposing to remove or relocate 96 trees, 76 of which are considered protected, totaling 1,124 caliper inches, and to replace them with 1,018 caliper inches, a shortfall of 106 inches. He also notes that a number of oak, honeylocust, and tulip trees are considered large maturing plants and therefore their spacing needs to be increased. *A revised landscape plan*

***should be submitted and reviewed by the Planning Department, Tree Warden and the Newton Historical Commission prior to this project being scheduled for a Working Session.***

G. Relevant Site Plan Approval Criteria

- 1 Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent streets, properties or improvements, including regulation of the number, design and location of access driveways and the location and design of handicapped parking.

The petitioner is proposing to widen the right turn lane from the NWH campus onto Washington Street. The petitioner is also proposing a number of changes to the site circulation pattern including a new drop-off/pickup area in front of the proposed ED and allocating 49 spaces in the proposed expanded garage to the new ED. NWH is proposing to reconfigure the parking area in front of the proposed expanded Oncology center. It is expected that the peer review of the petitioner's Traffic Impact and Parking Study will comment on these issues.

As stated earlier the Planning Department notes that NWH did not provide any alternative analysis for the expansion of the garage and the Planning Department is concerned with its proximity to abutting residences and the proposed amount of lighting on the top deck. The Planning Department also recommends the petitioner consider adding pedestrian paths, sidewalks, and signage throughout the site. Given the increased square footage of the ED, the Planning Department believes that the number of drop-off/pickup stalls should be increased in front of the proposed new ED.

- 2 Adequacy of the methods for disposal of sewage, refuse and other wastes and of the methods of regulating surface water drainage.

It is expected that the peer review of the petitioner's Stormwater Management Report and Drainage Calculations will comment on these issues.

- 3 Provision for off-street loading and unloading of vehicles incidental to the servicing of the buildings and related uses on the site.

The petitioner has submitted a truck turning plan and fire-truck access diagrams and access appears to be adequate for service and emergency vehicles. However, due to the nature of the use the Planning Department recommends the petitioner submit a traffic circulation plan in order to minimize conflicts between visitors and emergency vehicles, particularly at the rotary in front of the proposed new ED.

Additionally, please see comments under Section V.G.1.

- 4 Screening of parking areas and structure(s) on the site from adjoining premises or from the street by walls, fences, plantings or other means. Location of parking between the street and existing or proposed structures shall be discouraged.

The proposed parking garage expansions encroach into a heavily wooded area buffering the surrounding single-family neighborhood. In order to minimize impacts on abutting residents the petitioner is proposing to add a significant number of pine, oak, and honeylocust trees to the area in order to help screen the proposed garage. Though it appears that the petitioner is proposing a sufficient amount of landscape screening, the Planning Department recommends the petitioner reduce the amount and height of lighting proposed for the expanded parking garage.

- 5 Avoidance of major topographical changes; tree and soil removal shall be minimized and any topographic changes shall be in keeping with the appearance of neighboring developed areas.

The site is heavily sloped and the petitioner is proposing to infill large portions of land in order to construct the proposed additions. *An outside consultant is reviewing the Stormwater Management Report and Drainage Calculations and is expected to comment on these issues prior to the close of the public hearing.*

The petitioner should be expected to submit a revised landscape plan to the Planning Department, Tree Warden and the Newton Historical Commission for review and approval prior to being scheduled for a Working Session.

- 6 Consideration of site design, including the location and configuration of structures and the relationship of the site's structures to nearby structures in terms of major design elements including scale, materials, color, roof and cornice lines.

The petitioner is proposing to build a new and expanded ED on top of the existing Ambulatory Surgical Services Building, and to construct significant additions to an existing parking garage. Though a significant portion of the garage expansion is below grade, the proposed garage will be approximately 120 ft. closer to abutting residences on Bonaire Circle. ***The Planning Department recommends the petitioner submit a narrative describing alternatives considered for the expansion of the garage as the Planning Department is concerned with its proximity to abutting residences and the amount of lighting on the top deck.***

The proposed building elevations are architecturally consistent with existing structures on-site. However, the mechanical equipment to be located on top of the new ED will increase the height of the structure to 244 ft. (elevation) and will require amending Board Order #128-87 which limits the height to 232 ft. (elevation) for mechanical equipment.

7 Avoidance of the removal or disruption of historic resources on or off-site.

As noted earlier, a portion of the Hospital campus including the Ellison building, memorial cupola and portions of the landscape are in the Newton Cottage Hospital Historic District and, as such, are subject to review by the Newton Historical Commission. The relocation plan for the Ellison building, the relocation of the cupola and park furnishings, the proposed parking garage façade, and the landscape plan have been reviewed and approved by the Newton Historical Commission.

H. Relevant Special Permit Criteria

1 The specific site is an appropriate location for such use, structure.

NWH has operated on this site for over 100 years. The proposed changes do not include a change in use. Proposed expansions to the structures are consistent with the existing uses.

2 The use as developed and operated will not adversely affect the neighborhood.

As previously noted the use will be expanded and made more intense through proposed added floor area and expanded parking. The Planning Department is concerned that the proposed expansion and lighting on the top deck of the garage may negatively impact abutting residences.

3 There will be no nuisance or serious hazard to vehicles or pedestrians.

As mentioned earlier the Planning Department recommends the petitioner add pedestrian paths and sidewalks throughout the site in order to facilitate pedestrian access. The Planning Department also recommends the petitioner consider adding additional drop-off/pickup parking in front of the proposed ED and submit a traffic circulation plan in order to minimize conflicts between visitors and emergency vehicles, particularly at the rotary in front of the proposed ED.

4 Access to the site over streets is appropriate for the type(s) and number(s) of vehicles involved;

Access to the site is limited to Washington Street by Board Order. ***The Traffic Impact and Parking Study is being reviewed by an outside consultant who is expected to comment further on these issues prior to the close of the public hearing.***

VI. SUMMARY

NWH is seeking to relocate and expand its Emergency Department, to expand the existing parking garage to the rear of the Hospital, to renovate and expand its Oncology unit, to relocate

the historic Ellison Building and memorial cupola, to make changes to the vehicular circulation pattern, and to undertake related site and landscape improvements in order to accommodate the current demand and anticipated future growth for emergency care.

NWH is considered a pre-existing use having valid non-conforming status, and has been granted a number of special permits that govern most of the site. This site has been used as a Hospital since 1881, and has served the surrounding communities throughout the property's history. The proposed expansion of the Hospital and parking will not change the land use, however, the use will be expanded and made more intense through the added floor area and number of parking stalls.

The Planning Department recommends the petitioner submit a narrative describing alternatives considered for the expansion of the garage, as the department is concerned with its proximity to abutting residences on Bonaire Circle and the amount of lighting on the top deck. The Planning Department also recommends the petitioner consider adding pedestrian paths, sidewalks, and signage throughout the site. Due to the nature of the use the Planning Department recommends the petitioner submit a traffic circulation plan in order to minimize conflicts between visitors and emergency vehicles, particularly at the rotary in front of the proposed new ED. Given the increased square footage of the ED, the Planning Department believes that the number of drop-off/pickup stalls should be increased in front of the proposed new ED.

***Prior to the close of the Public Hearing:***

- 1. Peer reviews of both the Traffic Impact and Parking Study and the Stormwater Management Report and Drainage Calculations should be completed by the City's outside consultants.***

***Prior to the Working Session:***

- 1. The petitioner should respond to all issues raised by the peer reviews, City Engineer, City Traffic Engineer, and the Assistant Fire Chief.***
- 2. The petitioner should submit a narrative describing alternatives considered for the expansion of the garage.***
- 3. The petitioner should submit a revised landscape plan to the Planning Department, Tree Warden, and the Newton Historical Commission for review and approval.***
- 4. The petitioner should submit a revised lighting plan.***